The Ohio Public Works Commission
65 East State Street, Suite 312, Columbus, Ohio 43215 Phone (614) 466-0880

OHIO PUBLIC WORKS FOR YOU

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93 CBJ04

IMPORTANT: **Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.**

SUBDIVISION: City of Cincinnati CODE# 061-15000

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9 / 15 / 97

CONTACT: Richard Cline PHONE # (513) 352-6235

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: **Southside Avenue Improvement – Phase II**

SUBDIVISION TYPE
(Check Only 1)
__1. County
X 2. City
__3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
X 1. Grant $ 1,231,300
__2. Loan $_____
__3. Loan Assistance $_____
MBE SET-ASIDE OFFERED
Construction $_____
Procurement $_____

PROJECT TYPE
(Check Largest Component)
X 1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST: $ 1,759,000.00 FUNDING REQUESTED: $ 1,231,300.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: $ 763,511.00 (see attached letter)
LOAN: $_____

LOAN ASSISTANCE: $_____
%___ TERM: ___yrs. (Attach Loan Supplement)

(Check Only 1)
___ State Capital Improvement Program
X Local Transportation Improvements Program
___Small Government Program

DISTRICT MBE SET-ASIDE
Construction $_____
Procurement $_____

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

				MBE $	Force Account $
a.)	Project Engineering Costs:				
	1. Preliminary Engineering	$	.00	_____	_____
	2. Final Design	$	.00	_____	_____
	3. Other Engineer Services *	$	.00	_____	_____
	Supervision	$	.00		
	Miscellaneous	$	.00		
b.)	Acquisition Expenses:				
	1. Land	$	.00		
	2. Right-of-Way	$	.00		
c.)	Construction Costs:	$1,759,000.00		_____	_____
d.)	Equipment Purchased Directly:	$	.00	_____	
e.)	Other Direct Expenses:	$	.00	_____	_____
f.)	Contingencies:	$	.00	_____	
g.)	**TOTAL ESTIMATED COSTS:**	$1,759,000.00			

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

a.)	Local In-Kind Contributions $		.00		
b.)	Local Public Revenues	$	527,700.00		30%
c.)	Local Private Revenues	$	.00		
d.)	Other Public Revenues				
	1. ODOT PID#	$	.00		
	2. EPA/OWDA	$	.00		
	3. OTHER	$	.00		
SUB TOTAL LOCAL RESOURCES:				$ 527,700.00	
e.)	OPWC Funds				
	1. Grant	$1,231,300.00			70%
	2. Loan	$	.00		
	3. Loan Assistance	$	.00		
SUB TOTAL OPWC RESOURCES:				$1,231,300.00	
f.)	**TOTAL FINANCIAL RESOURCES:**			$1,759,000.00	100%

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: SOUTHSIDE AVENUE IMPROVEMENT - PHASE 2

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a: SPECIFIC LOCATION:

Southside Avenue from the bridge over the CSX/CIND Railroad tracks to 5000' westward

PROJECT ZIP CODE: 45204

b: PROJECT COMPONENTS:

Reconstruction of existing pavement with new concrete pavement and curbs. New inlets will be constructed to improve drainage.

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Removal of existing pavement. Construction of new 26' wide pavement with integral concrete curbs. Total length of project is approximately 5000'.

d: DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household.

Attach current rate ordinance.

Design capacity will not be greatly improved by project.
Existing ADT is about 1100.

2.3 USEFUL LIFE / COST ESTIMATE: **Project Useful Life: 20 Years.**

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 1,759,000	100%
State Funds Requested for Repair and Replacement	$ 1,231,300	70%
TOTAL PORTION OF PROJECT NEW/EXPANSION	$_____	__%
State Funds Requested for New and Expansion	$_____	__%

4.0 PROJECT SCHEDULE:*

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	Underway	3 / 1 / 98
4.2	**Bid Advertisement:**	10 / 1 / 98	11 / 1 / 98
4.3	**Construction:**	12 / 15 / 98	12 / 31 / 99

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER: John F. Shirey
TITLE: City Manager
STREET: Room 152, City Hall
801 Plum Street
CITY/ZIP: Cincinnati, Ohio 45202
PHONE: (513) 352-3241
FAX: ( )

5.2 CHIEF FINANCIAL OFFICER: Frank A. Dawson
TITLE: Finance Director
STREET: Room 250, City Hall
801 Plum Street
CITY/ZIP: Cincinnati, Ohio 45202
PHONE: (513) 352 - 3731
FAX: ( )

5.3 PROJECT MANAGER: Jay Gala
TITLE: Principal Public Works Construction Engineer
STREET: Room 415, City Hall
801 Plum Street
CITY/ZIP: Cincinnati, Ohio 45202
PHONE: (513) 352 - 3423
FAX: (513) 352 - 1581

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

X A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. **(Attach)**

X A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. **(Attach)**

X A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. **(Attach)**

N/A A copy of the cooperation agreement(s) if this project involves more than one subdivision or district.**(Attach)**

X Capital Improvements Report: (Required by 164 O.R.C. on standard form)

__A: Attached.

X B: Report/Update Filed with the Commission within the last twelve months.

N/A Floodplain Management Permit: Required if project is in 100 year floodplain. See Instructions.

X Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT:**Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.**

John Shirey, City Manager

Certifying Representative (Type or Print Name and Title)

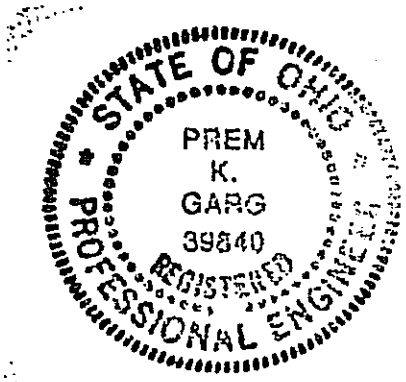
9-17-97

Signature/Date Signed

September 17, 1996

Subject: Southside Avenue Improvement - Phase II
Bridge to 5000' Westward
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street improvement is at least twenty (20) years.

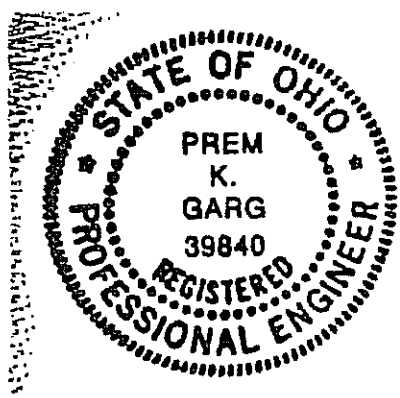


(seal)

Prem Garg, P.E.
City Engineer
City of Cincinnati

Southside Avenue - Phase II

		Est. Quantity		Unit Price	Total
103.5	Contract Bond	1	L.S.		$9,540.00
special	Connection Pipe Cleanec	100	L.F.	$10.00	$1,000.00
special	Maintenance Patching	50	C.Y.	$10.00	$500.00
201	Clearing & Grubbing	1	L.S	$15,000.00	$15,000.00
202	Walk Removed	3000	S.F.	$1.00	$3,000.00
202	Pipe Removed	50	L.F.	$10.00	$500.00
202	Inlet Removed	10	EA	$500.00	$5,000.00
203	Excavation not including Embankment	21500	C.Y.	$10.00	$215,000.00
203	Embankment	3700	C.Y.	$5.00	$18,500.00
203	Subgrade Compaction	1500	S.Y.	$1.00	$1,500.00
203	Proofrolling	8	HRS	$150.00	$1,200.00
608	5" Concrete Walk	16200	S.F.	$3.50	$56,700.00
603	12" Conduit, Type B	1750	L.F.	$45.00	$78,750.00
603	15" Conduit, Type B	500	L.F.	$75.00	$37,500.00
603	18" Conduit, Type B	550	L.F.	$100.00	$55,000.00
603	24" Conduit, Type B	870	L.F.	$140.00	$121,800.00
604	Manhole Adjust to Grade	3	EA	$270.00	$810.00
604	Manhole, Type P	22	EA	$2,600.00	$57,200.00
604	Combination Inlet	31	EA	$2,000.00	$62,000.00
605	6" Shallow underdrain	9700	L.F.	$5.00	$48,500.00
301	Bituminous Aggregate	60	C.Y.	$50.00	$3,000.00
304	Aggregate Base	60	C.Y	$30.00	$1,800.00
310	Subbase, Type II	2414	C.Y.	$20.00	$48,280.00
402	Asphalt Concrete	20	C.Y.	$71.00	$1,420.00
404	Asphalt Concrete	20	C.Y.	$71.00	$1,420.00
452	10" Plain Concrete	14000	S.Y	$50.00	$700,000.00
609	P-1 Curb	9660	L.F.	$10.00	$96,600.00
627	Concrete base and Asphalt Driveway	1500	S.F.	$8.00	$12,000.00
404	Traffic compacted surfac as per plan	4280	Ton	$16.00	$68,480.00
614	Maintaining Traffic	1	L.S	$25,000.00	$30,000.00
619	Field Office, Type A	1	L.S	$7,000.00	$7,000.00
					$1,759,000.00



Prem Garg
City Engineer
City of Cincinnati

City of Cincinnati

Department of Finance

Room 250, City Hall
801 Plum Street
Cincinnati, Ohio 45202

F. A. Dawson
Director

J.L. Andreyko
Deputy Director

September 19, 1997

Mr. Laurence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215

RE: Status of Funds for Local Share of 1998 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching share for the following 1998 SCIP/LTIP Projects (Round 12 Funding) are recommended by the City Manager for funding in the City's 1998 Capital Improvement Program:

STREET REHABILITATIONS

1. Vine Street (North) - Paddock Road to North Corporation Line
2. Madison Road (South) - Observatory Avenue to Edwards Road
3. Spring Grove Avenue - Mitchell Avenue to North Corporation Line
4. Ludlow Avenue - Cornell Place to Central Parkway
5. Rutledge/St. Lawrence Avenues - St. William Avenue to Rapid Run Pike
6. Anderson Ferry Road - Hillside Avenue to Corporation Line
7. Duck Creek Road - Red Bank Road to Oaklawn Drive
8. Glenway Avenue - Boudinot Avenue to Werk Road
9. Madison Road (North) - Edwards Road to Brotherton Road
10. Vine Street (South) - Clifton Avenue to McMillan Street
11. Crawford Avenue - Dane Avenue to Springlawn Avenue
12. Wasson Road - Paxton Road to Edwards Road
13. North Bend Road - Argus Road to Hamilton Avenue
14. Quebec Road - Glenway Avenue to Westwood Avenue

STREET IMPROVEMENTS & WIDENINGS

15. Southside Avenue Improvement - Phase II
16. Eastern Avenue Widening - Eggleston Avenue to Bains Place
17. East Epworth - Chickering Avenue to West Mitchell Avenue
18. Pete Rose Way - Central Avenue to Elm Street
19. Mehring Way - Central Avenue to Roebling Bridge
20. Queen City Avenue - LaFeuille Avenue to Werk Road
21. Red Bank Road - Woodford Road to Zinsle Avenue

BRIDGE REPLACEMENT PROJECTS

22. Dreman Avenue over West Branch of Millcreek
23. Gest Street Bridge over CIND Railroad
24. West Fork Road Improvement & Bridge Replacement

RETAINING WALL REHABILITATION PROJECT

25. Columbia Parkway - Wall "D" Rehabilitation

LANDSLIDE CORRECTION PROJECT

26. Lehman Road Landslide Correction

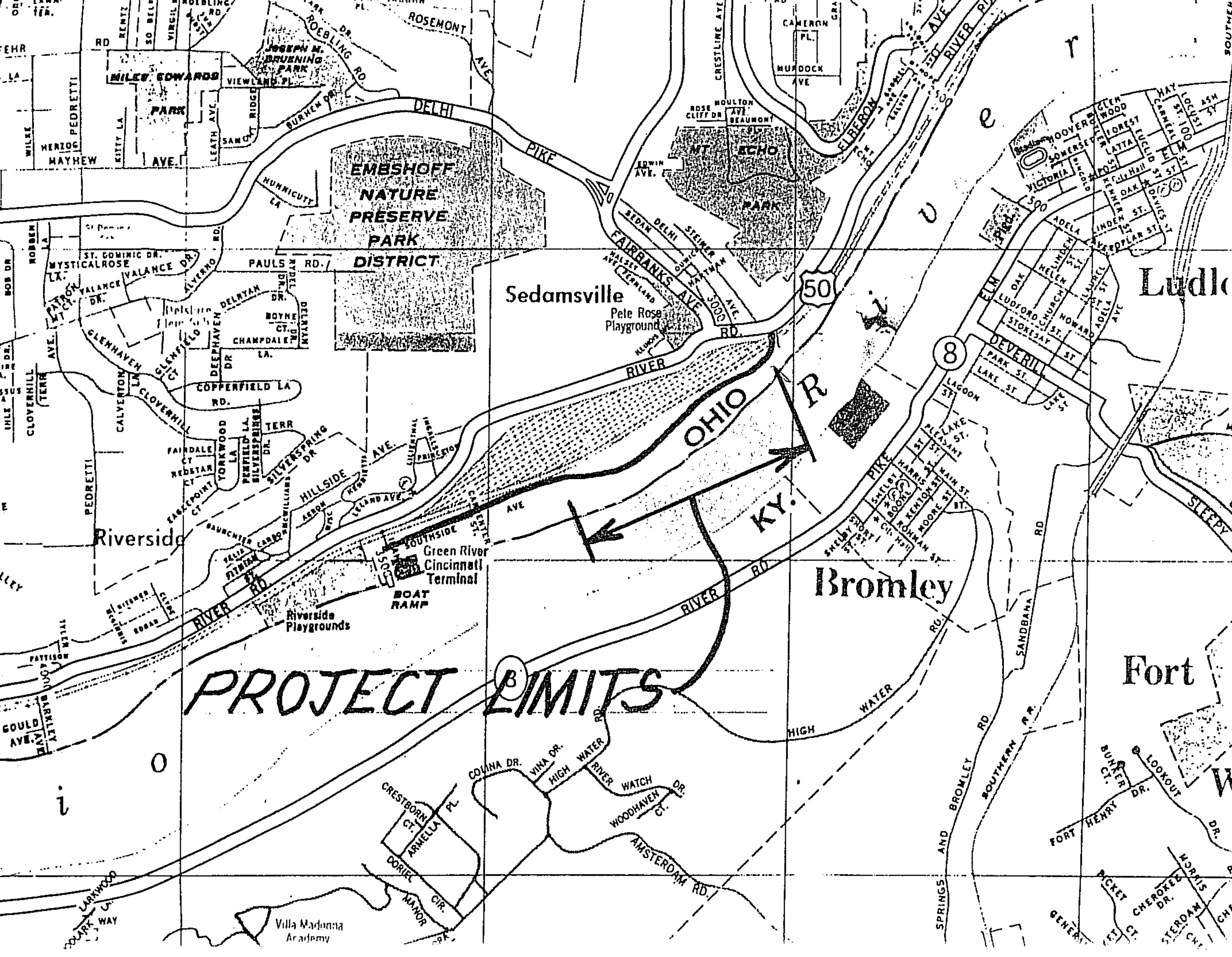
The matching funds for these projects are coming from Street Improvement Bonds which are scheduled for sale in the early part of 1998.

If you have any questions or need additional information, please contact me at 513-352-3731.

Sincerely,

F. A. Dawson

F. A. Dawson
Director of Finance


PROJECT LIMITS
OHIO
KY.
Sedamsville
Bromley
Riverside
Fort
EMBSHOFF NATURE PRESERVE PARK DISTRICT
MT. ECHO PARK
Pete Rose Playground
Green River Cincinnati Terminal
BOAT RAMP
Riverside Playgrounds
Villa Madonna Academy
RIVER RD.
DELHI PIKE
FAIRBANKS AVE.
HIGH WATER RD.
SPRINGS AND BROMLEY RD.
AMSTERDAM RD.
ELM ST.
PEDRETTI
CLOVERHILL

City of Cincinnati

M.G.V.

An Ordinance No. 330 - 1997

AUTHORIZING the City Manager to apply for and accept street rehabilitation, street improvement and widening, bridge replacement, landslide correction, and retaining wall rehabilitation funding grants from the State of Ohio, Ohio Public Works Commission, in the approximate amount of $16,315,580, and to execute any agreements necessary for the receipt and administration of said grants.

WHEREAS, the State Capital Improvement Program and Local Transportation Improvement Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for projects within Hamilton County, State of Ohio; and

WHEREAS, the City of Cincinnati has the required $8.2 million in matching funds for 1998, for fourteen (14) street rehabilitation projects, namely Anderson Ferry Road, Crawford Avenue, Duck Creek Road, Glenway Avenue, Ludlow Avenue, two sections of Madison Road, North Bend Road, Quebec Road, Rutledge & Saint Lawrence Avenues, Spring Grove Avenue, two sections of Vine Street, and Wasson Road; seven (7) street improvement and widening projects, namely East Epworth Avenue, Eastern Avenue, Mehring Way, Pete Rose Way, Queen City Avenue, Red Bank Road, and Southside Avenue; three (3) bridge replacement projects, namely Dreman Avenue, Gest Street over the CIND Railroad, and West Fork Road; rehabilitation of Retaining Wall "D" along Columbia Parkway; and a landslide correction project on Lehman Road; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is hereby authorized to execute and file applications, on behalf of the City of Cincinnati, with the Ohio Public Works Commission through the Hamilton County District 2 Integrating Committee, for grants in the approximate amount of $16,315,580 for funding fourteen (14) street rehabilitation projects, namely Anderson Ferry Road, Crawford Avenue, Duck Creek Road, Glenway Avenue, Ludlow Avenue, two sections of Madison Road, North Bend Road, Quebec Road, Rutledge &

Saint Lawrence Avenues, Spring Grove Avenue, two sections of Vine Street, and Wasson Road; seven (7) street improvement and widening projects, namely East Epworth Avenue, Eastern Avenue, Mehring Way, Pete Rose Way, Queen City Avenue, Red Bank Road, and Southside Avenue; three (3) bridge replacement projects, namely Dreman Avenue, Gest Street over the CIND Railroad, and West Fork Road; rehabilitation of Retaining Wall "D" along Columbia Parkway; and a landslide correction project on Lehman Road; and to accept such grants if awarded by the Ohio Public Works Commission.

Section 2. That the City Manager is hereby authorized to execute such agreements and other documents as are required by the State for receipt and administration of the above grants.

Section 3. This ordinance shall take effect from and after the earliest period allowed by law.

Passed September 17 A.D., 1997

Mayor

Attest: Clerk

I HEREBY CERTIFY THAT ORDINANCE NO 330
1997 WAS PUBLISHED IN THE CITY BULLETIN
IN ACCORDANCE WITH THE CHARTER ON 9-30-97.

Clerk of Council.

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **Southside Ave Phase II Improvement** project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.

Stephen I. Niemeier, P.E.
Supervising Engineer

ADDITIONAL SUPPORT INFORMATION

-- Southside Avenue Improvement --

For Program Year 1998 (July 1, 1998 through June 30, 1999), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed ___ Poor _X_ Fair ___ Good ___

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Existing Surface course was placed as an emergency overlay when the street was closed due to condition. Base has failed due to poor drainage. Construction of new inlets, underdrains, and curbs will correct drainage problem Also widening street to accommodate the large volume of trucks. The pavement needs complete reconstruction to handle heavy trucks serving the terminals along Southside.

2) If State Issue 2 funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1998) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

_8_ months (Circle one)

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired? Yes No N/A

*Please answer the following if applicable:

No. of parcels needed for project: _10_. Of these, how many are -
Takes _1_, Temporary _9_, Permanent _0_

Of a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. _8_ months

3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.) Please be specific and provide documentation if necessary to substantiate the data.

-- Will eliminate localized flooding. At times existing pavement is under water because of lack of adequate drainage facilities, and due to flat profiles and cross-sections. This standing water poses a safety and health problem to users of the street, respectively characterized by vehicle hydroplaning and insect propagation. In addition, freezing of standing water in the roadway has created icing problems for motorists. (Frozen standing water contributed to a personal injury accident involving a school bus several winters ago resulting in the street's closure to all traffic pending temporary amelioration.) The lack of grade along the street and insufficient cross section also causes stormwater to pond on the roadway.

-- This project will widen the pavement to provide adequate lane widths. There is a 60 acre site between River Rd and Southside Avenue which can use Southside Avenue as an access route. Currently the city is negotiating with produce warehouses on the Central Riverfront to relocate to this site. However, if the City cannot offer a site with adequate trucking access for these businesses, the companies will likely relocate to Northern Kentucky. If these companies relocate outside the city, Cincinnati will lose over 900 jobs. The companies are very interested in relocating to this site because of its access to the railroad and the river; however they do not believe that Southside Avenue and River Road provide adequate access for their operations. If Southside Avenue and River Road were improved a major obstacle to these companies' relocation inside the city would be removed. Part of this problem has been eliminated, since SCIP funding to improve River Road was approved last year, in Round 11. This site has not been successfully developed because of lack of adequate access, but improved roadways leading to it will overcome this obstacle.

4) What type of funds are to be utilized for the local share for this project?

Federal ___ ODOT ___ Local __X__ MRF ___

OWDA ___ CD ___ Other _____

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1997 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

__30__ %

5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban ___ Partial Ban ___ No Ban __X__

Will the ban be removed after the project is completed? Yes ___ No ___

6) What is the total number of existing users that will benefit as a result of the proposed project?

1043 ADT - 1240 users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164? (This must be included with the application to be considered for funding.)

Yes X No ____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Existing trucking and port facilities attract traffic from throughout the Midwest. Relocation of the produce warehouses from the Central Riverfront to the Conrail site adjacent to Southside Avenue will draw truck traffic from outside the region.

9) For expansion projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

SOUTHSIDE AVENUE - R/W STATUS

One small parcel will have to be taken from UniCal to lengthen the radius on a curve. UniCal has indicated to us in the past that they would be willing to donate property necessary.

Approximately 9 property owners will have to grant grading easements during construction. Even though we do not anticipate any problems signing the owners to easements, we will begin the acquisition process as soon as the City receives notice that the project has been funded.

Since all business along this section of Southside Avenue are anticipating this improvement project, we believe that the property and easement acquisition schedule is reasonable.

SOUTHSIDE AVENUE

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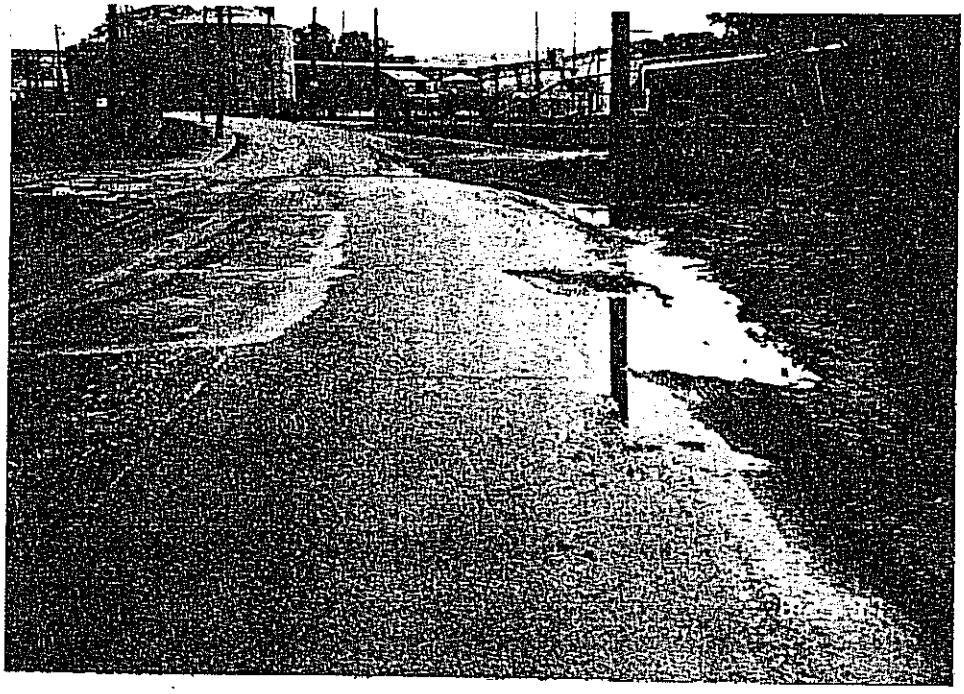
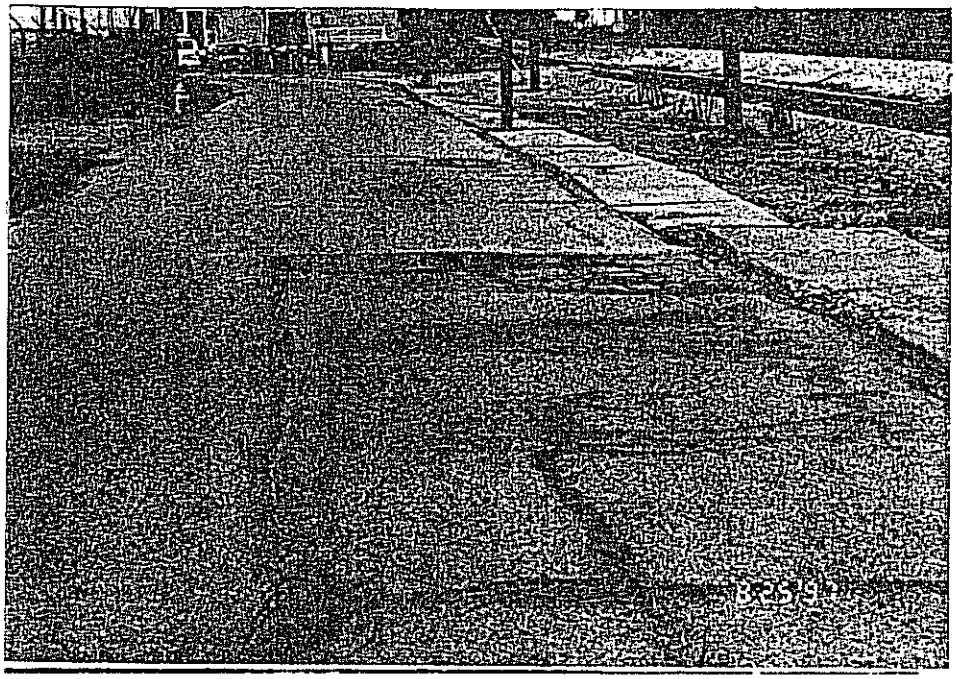


SOUTHSIDE AVENUE



SCIP/LTIP PROGRAM
ROUND 12 - PROGRAM YEAR 1998
PROJECT SELECTION CRITERIA
JULY 1, 1998 TO JUNE 30, 1999

JURISDICTION/AGENCY: CINCINNATI

NAME OF PROJECT: SOUTHSIDE AVE. IMPROV. PH II

PRELIMINARY SCORE FOR THIS PROJECT: _____

FINAL SCORE FOR THIS PROJECT: _____

RATING TEAM: 1

POINTS

1) If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? (See Addendum for definition of delinquency) 10

10 Points - Will be under contract by end of 1998 and no delinquent projects in Rounds 9 & 10.

5 Points - Will be under contract by March 30, 1999 and/or jurisdiction has had one delinquent project in Rounds 9 & 10.

0 Points - Will not be under contract by March 30, 1999 and/or jurisdiction has had more than one delinquent project in Rounds 9 & 10.

2) What is the physical condition of the existing infrastructure to be replaced or repaired? (See Addendum for definitions) 20

25 Points - Failed
23 Points - Critical
20 Points - Very Poor
17 Points - Poor
15 Points - Moderately Poor
10 Points - Moderately Fair
5 Points - Fair Condition
0 Points - Good or Better

NOTE: If the infrastructure is in "good" or better condition, it will *NOT* be considered for *SCIP/LTIP* funding unless it is an expansion project that will improve serviceability.

3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

5 Points - Project design is for future demand.
4 Points - Project design is for partial future demand.
3 Points - Project design is for current demand.
2 Points - Project design is for minimal increase in capacity.
1 Point - Project design is for no increase in capacity.

2

4) How important is the project to ***HEALTH, SAFETY, AND WELFARE*** of the public and the citizens of the District and/or service area? (See Addendum for definitions)

10 Points - Highly significant importance, with substantial impact on all 3 factors.

8

8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.

6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.

4 Points - Minimal importance, with noticeable impact on 1 factor

2 Points - No measurable impact

HEALTH & SAFETY

5) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
2 Points

6

6) What matching funds are being committed to the project, expressed as as a percentage of the ***TOTAL CONSTRUCTION COST?*** Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

5 Points - 50% or more
4 Points - 40% to 49.99%
3 Points - 30% to 39.99%
2 Points - 20% to 29.99%
1 Point - 10% to 19.99%

3

7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? *POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.*

5 Points - Complete ban
3 Points - Partial ban
0 Points - No ban of any kind

0

8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 16,000 or more
4 Points - 12,000 to 15,999
3 Points - 8,000 to 11,999
2 Points - 4,000 to 7,999
1 Point - 3,999 and under

1240

1

9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

1

10) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5 Points - Two of the above
3 Points - One of the above
0 Points - None of the above

5

ADDENDUM TO THE RATING SYSTEM DEFINITIONS/CLARIFICATIONS

Criterion 1 - *ABILITY TO PROCEED*

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project will be considered delinquent when any of the following occurs: 1) A letter is sent from the OPWC to the affected jurisdiction stating that the project has not moved in accordance with the time frame listed on the application (copies are sent to the District); or 2) no time extension has been granted by the OPWC; or 3) A jurisdiction receiving approval for a project subsequently terminates the same after the bid date on the application. The OPWC sends a letter to a jurisdiction which announces that its' project is going to be terminated when the project is sixty (60) days beyond the bid date shown on the original application and a time extension for the project has not previously been requested or has been denied.

2 - *CONDITION*

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (e.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: no part of the bridge can be salvaged; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (e.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: only the substructure can be salvaged with modifications; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (e.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: substructure and superstructure can be salvaged with extensive repairs; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (e.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: deck cannot be salvaged, substructure and superstructure need repair; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (e.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: deck can be salvaged with repairs and overlay; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (e.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: deck rehabilitation required, overlay not required.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor rehabilitation required.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity; Bridges: no work required.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

EXAMPLES: Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

EXAMPLES: Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

EXAMPLES: Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply, and if so, to what severity level (minor or significant). The severity and extent of the problem, as it relates to Health, Safety and Welfare, MUST be fully detailed by the applicant and apparent to the rating team. The Support Staff will not attempt to determine these issues on its own. Without such detail the jurisdiction should expect a lower rating than the project may deserve.

Criterion 9 - *REGIONAL IMPACT*

Definitions:

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving and entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.